



King County

INTERNATIONAL AIRPORT/Boeing Field

FAR Part 150 Study

March 2000

Newsletter

King County International Airport (KCIA), informally known as Boeing Field, serves as a regional center for corporate, cargo, charter, helicopter, rescue, and flight training activities. It also serves as the general aviation reliever airport for nearby Sea-Tac International Airport, the region's primary hub and center of passenger flights.

As neighboring communities will confirm, airport activities result in noise. In an effort to address these noise impacts, in June 1999, KCIA initiated a FAR Part 150 Noise and Land Use Compatibility Study to look at potential solutions. Part of the study includes specific elements identified in the Noise Reduction Work Plan adopted by the County Council in October 1998. The study will take about two years and when complete, will identify specific actions to address airport noise.

Information on current and expected noise levels is a key component of the Part 150 study. During the course of the study, noise information is collected and provided in different ways. The following is a brief summary of what to expect.

Noise Measurement

The airport has 10 noise monitors set up around the community to measure noise impacts and to identify specific noise events that receive complaints. In addition, the consultant team set up monitors around KCIA at nine locations between November 16 and December 1, 1999. These locations will be shown at the open house. Microphones measured noise levels continuously during the period when they were in place.

The noise data collected from these measurements is used to:

- Help identify background or ambient noise levels.
- Measure individual flights.
- Combine noise events into cumulative or average noise levels over time.
- Define the difference between day and night noise levels.
- Identify the noisiest flights.
- Validate the computer noise model used to generate noise contours.
- Increase community confidence in the accuracy of the data.

You Are Invited

NOISE REMEDY STUDY
OPEN HOUSE

Wednesday, April 5, 2000
5:00-8:00 PM

Arrivals Building Lobby
King County International Airport
7299 Perimeter Road
Seattle

Citizens are invited to learn about the KCIA Noise Study at an open house. This meeting will focus on:

- Existing and Future Noise Contours
- Roadmap to the Study Process

During the open house, you will have an opportunity to view maps of the noise contours, flight tracks, and other graphics and talk informally with project team members. You are encouraged to attend, ask questions, and make comments.

King County
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Noise Exposure Maps or Contours

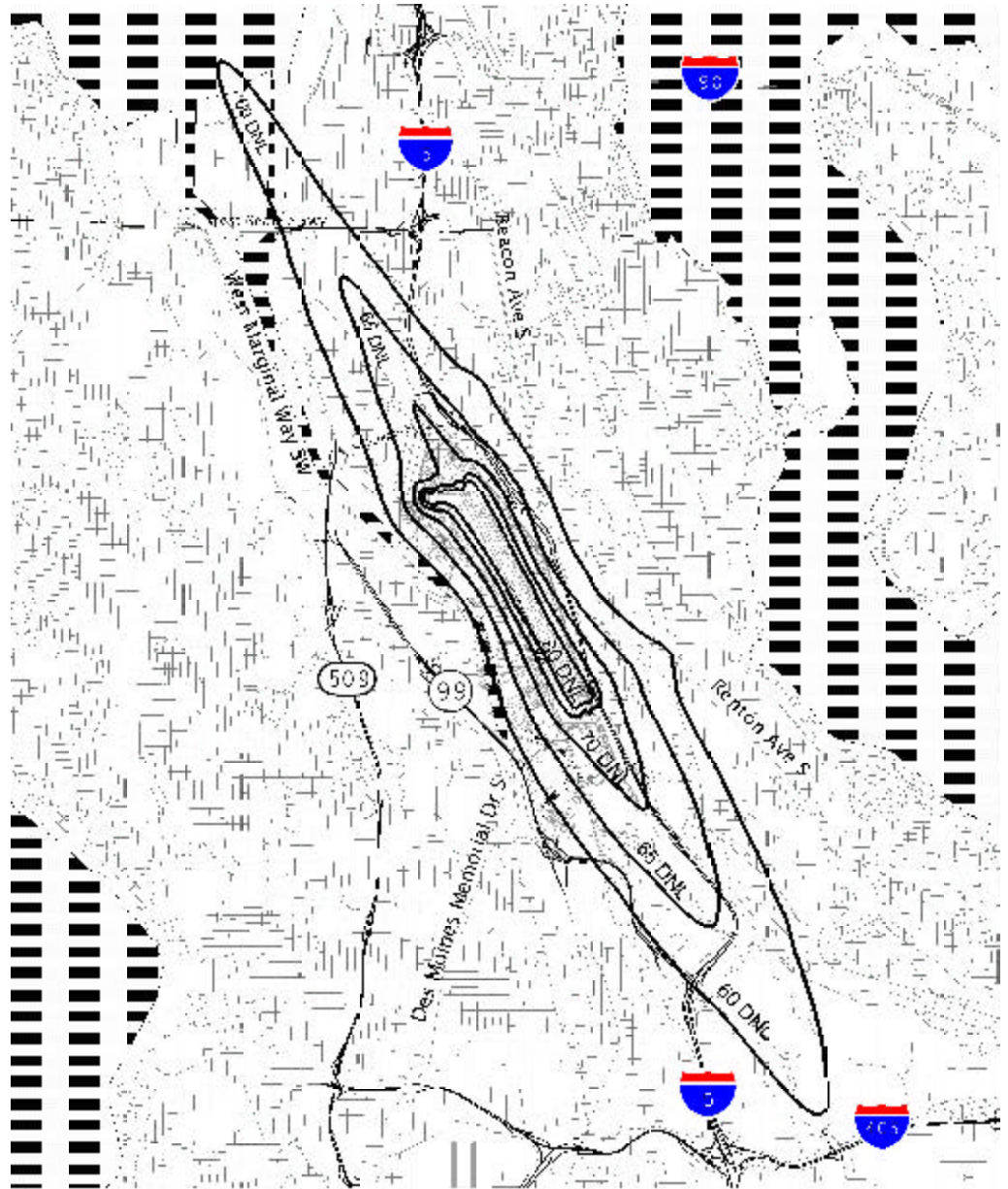
Information on the amount of noise that affects different areas is presented in the form of a map similar to a topographical elevation. Computer generated lines or contours show annual averaged noise levels around KCIA. Considerable information was collected to create an accurate noise contour including:

- Number of flights
- Type of aircraft
- Type of aircraft engines
- Runways used
- Time of day
- Weather conditions
- Physical structure of the surrounding areas

Using all this information, the computer generated a picture of where significant aircraft noise exists. Two kinds of Noise Exposure Maps will be produced during this part of the Part 150 Study: current conditions (1999) and five years after date of submission of the Study (2006). A preliminary version of the 1999 contour is pictured here. The final 1999 and 2006 contours will be presented at the Open House on April 5 as well as the combined KCIA and Sea-Tac Airport contours.

Noise contours are expressed in a noise metric called DNL, which stands for day/night noise level. DNL is an annual average of the noise measured over a 24-hour period that accounts for the number of events per day, the time of day in which they occur, and the loudness of the event. Any aircraft noise event that occurs between 10 PM and 7 AM receives a penalty (added decibels) to reflect the extra annoyance of aircraft noise at night. Decibels (dB) are the basic unit of noise measurement. DNL noise contours are shown at the Open House in five dB bands from 75 to 55 dB with 75 dB being louder.

The study also looks at single event levels that show the noise levels from an individual aircraft flyover. This demonstrates how loud certain types of aircraft can be, which can be helpful in identifying remedies.



Preliminary Existing Noise Contours

How Are the Contours Used?

The contours developed for the KCIA will be used for noise analysis in several ways including:

- Defining where significant noise levels exist around the airport. The Federal Aviation Administration (FAA) defines any area within 65 dB DNL as significantly impacted by noise. These areas are eligible for federal funds for certain noise abatement programs. The County Noise Reduction Work

Plan directs the study to look at the possible benefits of noise insulation within the 60 dB DNL contour.

- Comparing current to likely future noise levels.
- Evaluating the benefits of the various alternatives identified to reduce noise.

Next Steps

The next step in the study will be to identify and evaluate feasible methods to reduce the noise impacts. These will consist of:

- *Operational alternatives* such as aircraft flight procedures or directions, run up times or places;
- *Facility alternatives* such as a noise run-up enclosure (hush house) or noise walls, and
- *Land use alternatives*, for example, noise insulation.

Various alternatives will be researched and discussed with the Study Advisory Committee and at Community Meetings. Another open house will be scheduled in the fall to discuss the options and early analysis.

At the end of the process, the study will identify specific recommendations, known as a Noise Compatibility Program, which will be submitted to the King County Council for approval. If the County Council endorses the program, both the Noise Exposure Maps and the Noise Compatibility Program will be submitted to the Federal Aviation Administration for acceptance and approval.

How You Can Be Involved

Attend public meetings

Periodic open houses provide an opportunity to learn about the study and what is proposed as well as express your concerns. In addition, throughout the study, Airport staff are hosting community meetings in surrounding neighborhoods to provide information directly to residents and gather comments and feedback. Look for notices for community

meetings on the airport website and in local newspapers, or call (206) 296-7426 to find out when the next meeting will be.

Read informational materials

In addition to public meetings, efforts will be made to communicate with communities through this newsletter, a regular and e-mail distribution list, bulletins to community and business newsletters, and regular advertisements of meetings and related articles in local newspapers.

Visit the airport website or local libraries

Reports, meeting summaries, and other project information will be available on the airport website at www.metrokc.gov/airport/. For those who prefer, project notebooks will be regularly updated with copies of study materials. The public is invited to review these materials throughout the process and submit comments to the airport office. Notebooks are located in the following libraries:

- *Seattle Public Libraries*: Beacon Hill, Columbia, High Point, Holly Park, Magnolia, Rainier Beach, Southwest and West Seattle branches;
- *King County Libraries*: Burien, Boulevard Park, Foster, Skyway, Tukwila and White Center branches;
- *Renton Public Library*

Study Advisory Committee

An Advisory Committee has been formed to work closely with the airport and project consultants to review information, provide

Noise Study Process

- ❖ Project Kick-Off
- ❖ **Public Open House**
- ❖ Inventory Existing Land Use/Facilities
- ❖ Noise Monitoring
- ❖ Generate Existing and Future Base Case Noise Contours
- ❖ **Public Open House**
- ❖ Develop Feasible Alternatives
 - Operational Alternatives*
 - Land Use Alternatives*
 - Facilities Alternatives*
- ❖ Evaluate Feasible Alternatives
- ❖ **Public Open House**
- ❖ Combine and Narrow Feasible Alternatives
- ❖ Recommend Alternatives for Implementation
- ❖ Prioritize Recommendations
- ❖ **Public Open House**
- ❖ Develop Noise Exposure Maps
- ❖ Develop Noise Compatibility Program
- ❖ **Public Hearing**
- ❖ County Adopt
- ❖ Submit to FAA for approval and acceptance

Shaded Area = Work Completed
Bold = Public Meetings

feedback, discuss possible noise remedies, and to advise the airport in the adoption of a successful noise remedy program at KCIA. The 23 members include: Roundtable members, city representatives from Tukwila and Seattle, FAA representatives, and other regional aviation and planning-related agencies. (The Roundtable is comprised of aviation-related businesses and representatives of communities interested in Airport issues. It was set up as an advisory board to make recommendations to Airport Administration, the County Executive, and County Council.)

Meetings are open to the public and generally will be scheduled prior to a Roundtable meeting on the second Monday of the month. When meetings are scheduled, dates are listed on the airport website. Meeting summaries will be posted on the website and added to the project notebooks.

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The Study is being done under the direction of the King County Council and Executive, with financial assistance from the Federal Aviation Administration. The consultants preparing the study are Barnard Dunkelberg & Company in association with BCS International, Triangle Associates, Synergy Consultants, and Claire Barrett & Associates.

For more information concerning the details and progress of the study, or to be placed on the study mailing list, please contact:

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FAR Part 150 Noise Remedy Study

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Bulk Rate
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Seattle, WA
Permit No. ????

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Meeting Alert: Open House on April 5th. See inside for details.